



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Targeted Exemptions (TEs) System

An overview of WHAT it is, and
WHEN and HOW to use it.

Presented by:

Kebba Lamin Jammeh (RO/FS, WACAF)

Zewdu Aregawi (RO/SAF-IMP., ESAF)

5 May, 2021



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Overview:

- CCRDs – Recap!
- Targeted Exemptions (TEs).
- What is a TE?
- Alleviations Vs TEs, What's the difference?
- Situations Vs Actions.
- What does the TE System do?
- Transitioning from CCRD to TEs.
- TE Forms and Instructions on their completion.
- TE Acceptability Submission Form and Instructions on its completion.
- Summary.
- Q & A.





ICAO

SAFETY

NO COUNTRY LEFT BEHIND



CCRDs – Recap! (ICAO SL AN 11/55-20/50)

- Exportability of Standard Differences
 - State Letter
 - State Acceptance of other's differences
- Other Standards
- States can file a difference (Art 38)
- Other States have no obligation to accept filed differences (Art 33)





CCRDs – Recap! (Cont'd.)

- Certificates with differences need to have a document that describes them (Art 39)
- States need to accept international operations with non-compliant certificates (Art 40)
- Many States are open to accept COVID-19 related differences
- Harmonized approach





CCRDs – Recap! (Cont'd.)

- Core CCRDs - 9 SARPs affected
- Applicability period: 3 April 2020 to 31 March 2021

<i>Annex Annexe</i>	<i>Standards Normes</i>
1	2
6 Part I	3
6 Part II	2
6 Part III	2
Total	9



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Welcome to the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework -STATE OPTIONS

[Home](#) [Log Out](#)

Miguel Marin, Canada

Canada

Latest News

[First](#) [Previous](#) [1](#) [2](#) [3](#) [4](#) [5](#) [Next](#) [Last](#)

COVID-19 Contingency-Related Differences (CCRDs)

April 05, 2020 16:50

As per State Letter AN 11/55-20/50 , of 3 April 2020, a CCRD EFOD site has been created in order to [Read More](#)

Updated SSPIA information

February 02, 2020 21:49

An updated presentation on SSP Implementation Assessments (SSPIAs) under the USOAP CMA has been [Read More](#)

January 2020 USOAP Activity Plan has been uploaded to the CMA Library module.

January 13, 2020 14:02



State Dashboard



User Management



Significant Safety Concerns



Tutorials & Help



COVID19 CC / EFOD



SAAQ



CAP



USOAP Reports



CMA Library



COVID19 CC/EFOD Reports



Self-Assessment



PQ Findings



USOAP Live Charts



Feedback



CC / EFOD



E-Supplements



MIR



CC/EFOD Reports



Ministry of Land, Infrastructure and Transport
Republic of Korea

© 2020 ICAO, All Rights Reserved





Targeted Exemption (TE)

- **ICAO State letter 2021/27** - End of the CCRD system for recording differences related to the COVID-19 pandemic, and establishment of the Targeted Exemptions system for exceptional circumstances, dated 31 March 2021.
- TE system launched to support States in the transition to normal operations, replacing the CCRD system with transition period from **1 April 2021 to 30 June 2021**. In the event of unforeseeable circumstances, **validity of TEs may extend beyond 30 June 2021**. **However, appropriate mitigation measures MUST be put in place.**



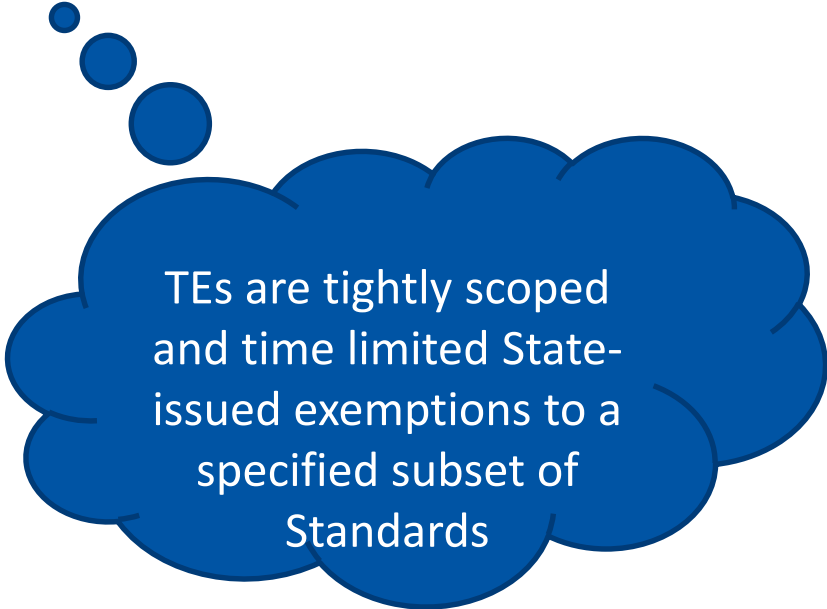
TEs (Cont'd.)

- States that have issued alleviations are **encouraged to return to normal operations as soon as possible**, and if circumstances do not allow them to do so, to enter their targeted exemptions into the TE system. Once submitted, the TE should replace the previous alleviation filed in the CCRD.
- specific to a clearly defined situation
- specified subset of Standards affected: **PPC, REC, ARA, MED, PEL.**



What is a Targeted Exemption (TE)?

- Granted in exceptional circumstances as a result of the COVID-19 pandemic.
- Temporary transitional option.
- Require continuous monitoring.

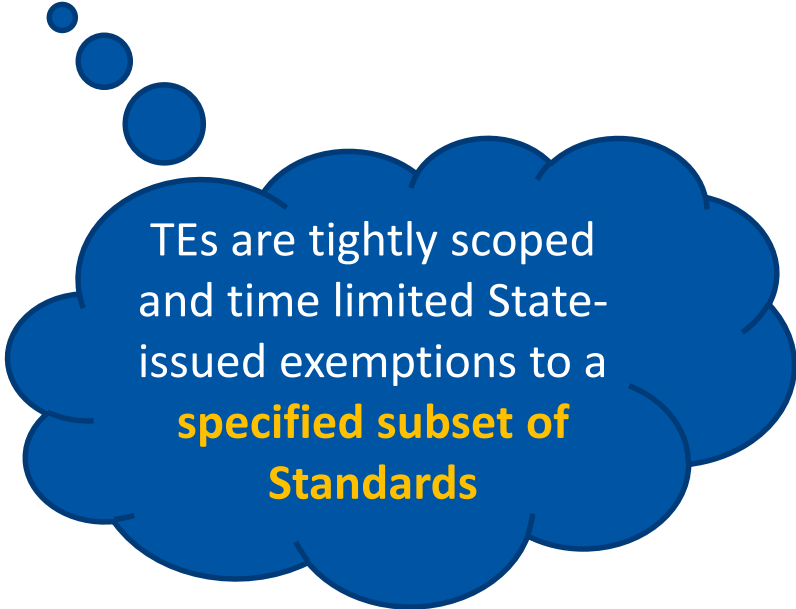
A large blue thought bubble with three smaller circles leading to it from the top left.

TEs are tightly scoped and time limited State-issued exemptions to a specified subset of Standards



What is a (TE)? (Cont'd.)

- Pilot Proficiency Checks (**PPC**)
- Pilot TO/LDG Recent Experience (**REC**)
- Pilot Area, Route and Aerodrome Qualification for Pilot-in-Command (**ARA**)
- Pilot Medical Validity (**MED**)
- Pilot Licence Validity (**PEL**)



TEs are tightly scoped and time limited State-issued exemptions to a **specified subset of Standards**



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



TE Webpage - <https://www.icao.int/safety/OPS/OPS-Normal/Pages/Targeted-Exemptions.aspx>

About ICAO	Global Priorities	Events	Information Resources	Careers	Uniting Aviation	ICAO TV		Subscribe	
------------	-------------------	--------	-----------------------	---------	------------------	---------	--	-----------	--

ICAO / Safety / OPS / OPS Normal / Targeted Exemptions (TE)

OPERATIONAL SAFETY HOME

Roadmap to OPS Normal (Home)

Targeted Exemptions (TEs)

Submitting a TE

TE List

TE Acceptability

Flight Ops

Cabin Safety

Cargo Safety

Airworthiness

Aerodromes

Air Navigation Services

Personnel Training and
Licensing

Aircraft Accident &
Incident Investigations

Tools

Targeted Exemptions (TE)

TE Home	Submitting a TE	TE List	TE Acceptability
---------	-----------------	---------	------------------

Targeted Exemptions (TEs) are tightly scoped and time limited State-issued exemptions to a specified subset of Standards, granted as a result of the COVID-19 pandemic.

TEs should not be granted in response to systemic issues. They represent a temporary transitional option for States as they move back from reliance on the use of alleviations towards compliance with the SARPs. TEs should only be considered by a State once it is clear that all other options have been considered and determined to be unsatisfactory.

This page provides access to everything you need to know about TEs.

• TE Basics

➤ TEs vs Alleviations

➤ The purpose of a TE system

➤ TEs and EFOD



Alleviations & TEs – What's the difference?

Alleviations

- Temporary differences, exemptions and exceptions
- Applicable to all those subject to a regulation
- Submit using CCRD system
- Part of EFOD

TEs

- Exemptions to specified Standards only (for **operations conducted** outside the borders of the issuing State)
- Applicable to a specific operator or defined group
- Submit using standardized TE form into TE List
- Not part of EFOD



Alleviations Vs TEs (Cont'd.)

TEs

Where an exemption to Regulations leads to a difference from SARPs, the State has to notify ICAO:

- The difference notification refers to the TE submission for details;
- Notify through EFOD system or notification form;
- Standard text provided.



ICAO

SAFETY

NO COUNTRY LEFT BEHIND

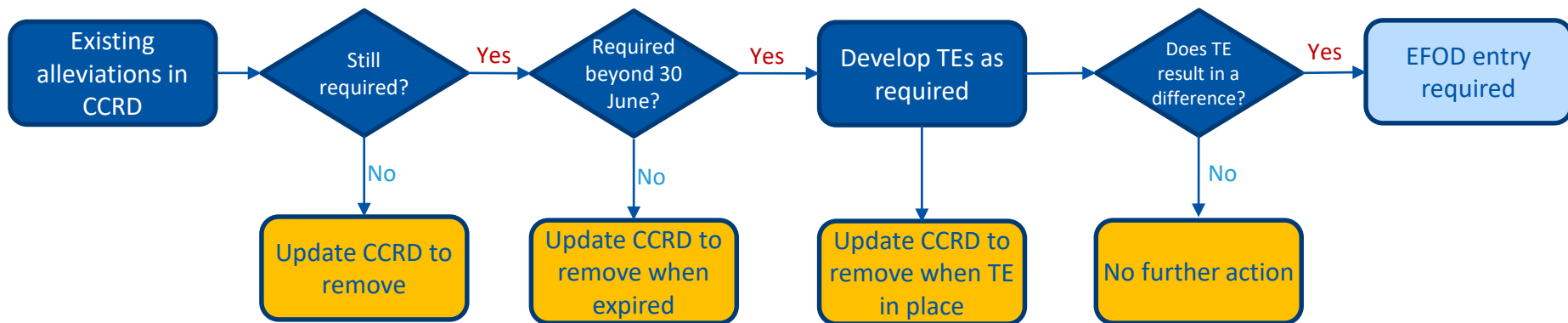


Situation Vs Action

Situation	Action
Existing CCRD alleviation	<ul style="list-style-type: none">Plan for normal compliance with SARPs by 30 June 2021Possibility for TE in exceptional situations
Exemption to regulation required with NO difference to SARPs	File TE recommended using TE submission form (if it relates to the Standards listed on TE site)
Exemption to regulation results in a difference to SARPs	<ul style="list-style-type: none">File TE using TE submission formCreate EFOD entry using standard text provided
Difference to Standards (other than those listed on TE site)	Normal notification process (EFOD or paper submission)

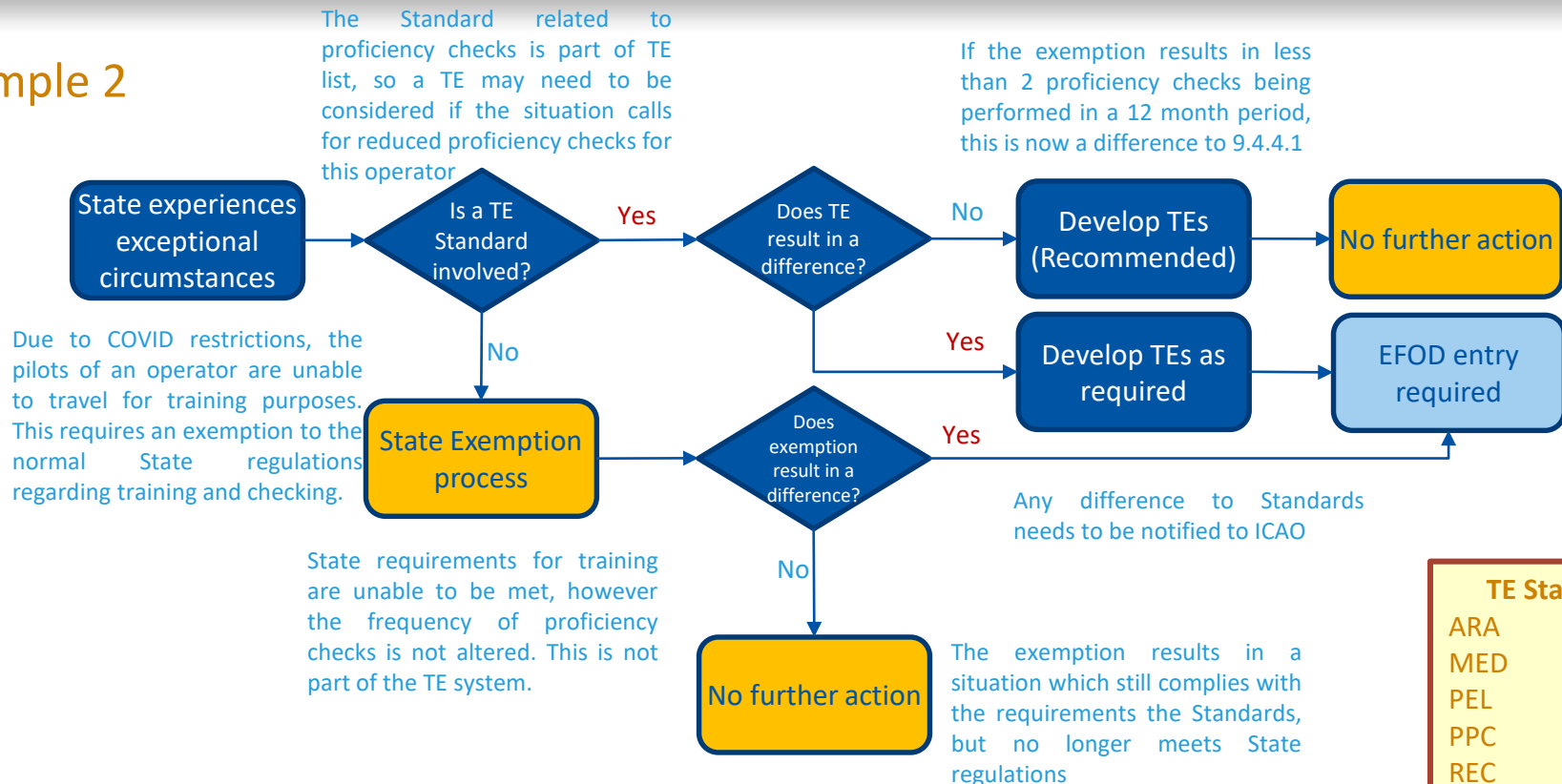


Example 1





Example 2





ICAO

SAFETY

NO COUNTRY LEFT BEHIND



What does the TE system do?

1. Structured notification and dissemination of TEs;
2. Allows other States to determine whether to accept flights using TEs within their territory;
3. Allows verification of compliance with TE by a foreign operator inspector



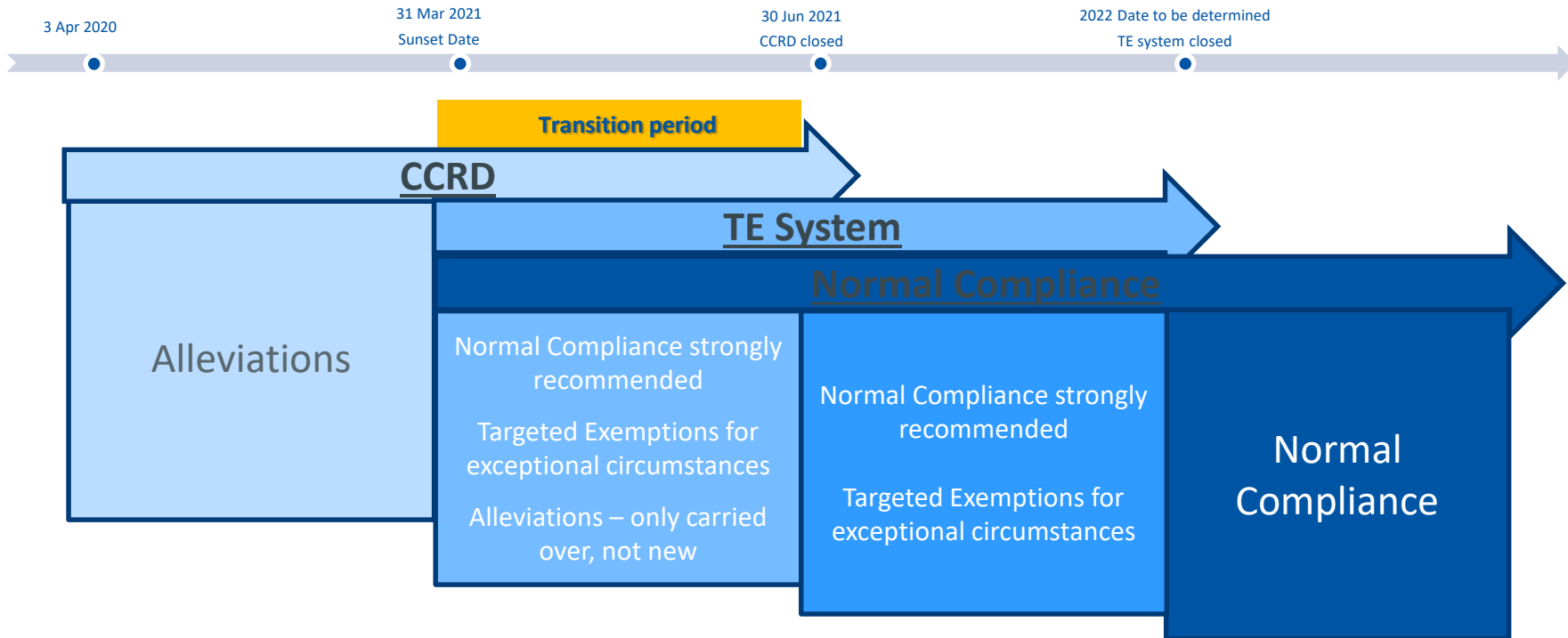
ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Transitioning from CCRD to TEs





TE Forms

Version 1-01/01/2021

Version 1 - 31/01/2021

FLIGHT CREW RECENT EXPERIENCE (REC) Targeted Exemption (TE) Submission Form

Part A. ICAO use only	
TE Reference No.	
QR Code	
Other related TEs lodged	<input type="checkbox"/> PPC <input type="checkbox"/> ARA <input type="checkbox"/> MED <input type="checkbox"/> FEL

Refer to instructions for information on completion of this form

Part B. TARGETED EXEMPTION DETAILS	
1. State	
2. Notification Date	
3. Reason for granting TE	Details:
4. Associated SARP (Target group)	<input type="radio"/> Pilot-in-Command/Co-pilot (aeroplanes) - Annex 6, P I, 9.4.1 <input type="radio"/> Other related pilot (aeroplanes) - Annex 6, P I, 9.4.2.1 <input type="radio"/> Pilot-in-Command (aeroplanes) - Annex 6, P II, 3.9.4.2 <input type="radio"/> Co-pilot (aeroplanes) - Annex 6, P II, 3.9.4.3 <input type="radio"/> Pilot-in-Command/Co-pilot (helicopters) - Annex 6, P III, 7.4.
5. TE Applicability Period	From: To: *****start and end time is assumed to be 00:00 UTC*****
6. TE approved for use by:	Operator Name: 3 Letter Designator: Details:
7. Operator accountable person	Name: Position: Email: Phone:
8. State Focal Point	Name: Position: Email: Phone:
9. State/CAA Accountable Person	Name: Position: Email: Phone:

PILOT PROFICIENCY CHECKS (PPC) Targeted Exemption (TE) Submission Form

Version 1 - 31/01/2021

Part A. ICAO use only	
TE Reference No.	
QR Code	
Other related TEs lodged	<input type="checkbox"/> FEL <input type="checkbox"/> MED <input type="checkbox"/> ARA

Refer to instructions for information on completion of this form

Part B. TARGETED EXEMPTION DETAILS	
1. State	
2. Notification Date	
3. Reason for granting TE	Details:
4. Associated SARP (Target group)	<input type="radio"/> Pilot proficiency checks (aeroplanes) - Annex 6, P I, 9.4.4.1 <input checked="" type="radio"/> Pilot proficiency checks (helicopters) - Annex 6, P III, 7.4.3
5. TE Applicability Period	From: To: *****start and end time is assumed to be 00:00 UTC*****
6. TE approved for use by:	Operator Name: 3 Letter Designator: Details:
7. Operator accountable person	Name: Position: Email: Phone:
8. State Focal Point	Name: Position: Email: Phone:
9. State/CAA Accountable Person	Name: Position: Email: Phone:

FLIGHT CREW LICENCE AND RATING VALIDITY (FEL) Targeted Exemption (TE) Submission Form

Part A. ICAO use only	
TE Reference No.	
Barcode	
Other related TEs lodged	<input type="checkbox"/> PPC <input type="checkbox"/> REC <input type="checkbox"/> ARA

Refer to instructions for information on completion of this form

Part B. TARGETED EXEMPTION DETAILS	
1. State	
2. Notification Date	
3. Reason for granting TE	Details:
4. Associated SARP (Target group)	<input checked="" type="radio"/> Validity of Licence - Annex 1, 1.2.5.1.2
5. TE Applicability Period	From: To: *****start and end time is assumed to be 00:00 UTC*****
6. TE approved for use by:	<input type="checkbox"/> Specified group Details:
7. Operator accountable person	LEAVE BLANK
8. State Focal Point	Name: Position: Email: Phone:
9. State/Licensing Authority (LA) Accountable Person	Name: Position: Email: Phone:

MEDICAL CERTIFICATE VALIDITY (MED) Targeted Exemption (TE) Submission Form

Part A. ICAO use only	
TE Reference No.	
Barcode	
Other related TEs lodged	<input type="checkbox"/> PPC <input type="checkbox"/> REC <input type="checkbox"/> ARA

Refer to instructions for information on completion of this form

Part B. TARGETED EXEMPTION DETAILS	
1. State	
2. Notification Date	
3. Reason for granting TE	Details:
4. Associated SARP (Target group)	<input type="radio"/> Extension by 45 days (Annex 1, 1.2.4.4.1) <input type="radio"/> General validity (Annex 1, 1.2.5.2) <input type="radio"/> ATPPL holders over 40 (Annex 1, 1.2.5.2.2) <input type="radio"/> ATPPL holders over 60 (Annex 1, 1.2.5.2.3) <input type="radio"/> PPL holders over 40 (Annex 1, 1.2.5.2.4)
5. TE Applicability Period	From: To: *****start and end time is assumed to be 00:00 UTC*****

AREA, ROUTE AND AERODROME QUALIFICATION (ARA) Targeted Exemption (TE) Submission Form

Part A. ICAO use only	
TE Reference No.	
QR Code	
Other related TEs lodged	<input type="checkbox"/> PPC <input type="checkbox"/> REC <input type="checkbox"/> MED <input type="checkbox"/> FEL

Refer to instructions for information on completion of this form

Part B. TARGETED EXEMPTION DETAILS	
1. State	
2. Notification Date	
3. Reason for granting TE	Details:
4. Associated SARP (Target group)	<input checked="" type="radio"/> Area, Route and Aerodrome qualification (aeroplanes) - Annex 6, P I, 9.4.3.5 <input type="radio"/> Area, Route and Aerodrome qualification (helicopters) - Annex 6, P III, 7.4.2.5
5. TE Applicability Period	From: To: *****start and end time is assumed to be 00:00 UTC*****
6. TE approved for use by:	Operator Name: 3 Letter Designator: Details:
7. Operator accountable person	Name: Position: Email: Phone:
8. State Focal Point	Name: Position: Email: Phone:
9. State/CAA Accountable Person	Name: Position: Email: Phone:

.....Continued over page



TE Acceptability Status Update Form

Version 1 - 31/03/2021

TE Acceptability Status Update Form

This form must be submitted to TEinbox@icao.int by an NCMC or other State authorised person.

Details of the person of authority within the State who is accountable for this information needs to be provided in the "State/CAA Accountable Person" Section.

Updates can be made as often as required.

State	(Your State)		
State/CAA Accountable Person	Name:	Position:	
	Email:	Phone:	
	We accept all TEs authorized by another State.	We do not accept TEs authorized by another State.	We accept only those TEs authorized by another State that are considered to have identified appropriate mitigations in accordance with the TE submission guidance.
1. Pilot Proficiency Checks (PPC) TEs			
Annex 6, P 1 - 3.4.4.1 (aeroplanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 6, P 3 - 7.4.2.1 (helicopters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. TO/LDG Recency (REQ) TEs			
Annex 6, P 1 - 3.4.1.1 PIC/Co-pilot (aeroplanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 6, P 1 - 3.4.2.1 Cruise relief pilot (aeroplanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 6, P 3 - 3.9.4.2 Pilot-in-Command (aeroplanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 6, P 3 - 3.9.4.3 Co-pilot (aeroplanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 6, P 3 - 7.4.1.1 PIC/Co-pilot (helicopters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. Pilot Area, Route and Aerodrome Qualification (ARA) TEs			
Annex 6, P 1 - 3.4.3.5 (aeroplanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 6, P 3 - 7.4.2.5 (helicopters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Pilot Medical Validity (MED) TEs			
Annex 1 - 1.2.4.4.1 (Extension by 45 days)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 1 - 1.2.5.2 (Validity period)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 1 - 1.2.5.3.2 (ATPL holders over 40)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 1 - 1.2.5.3.3 (ATPL holders over 40)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annex 1 - 1.2.5.3.4 (PPL holders over 40)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. Licensing and Rating Validity (REL) TEs			
Annex 1 - 1.2.5.1.2 (expiry date on license/rating)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Summary

- We are now transitioning back to normal compliance with SARPs
- Alleviations and CCRD system close 30 June 2021
- All States to submit/update TE Acceptability Form as soon as possible
- TE support from ICAO Regional Offices
 - where exceptional circumstances result in inability to return to normal compliance



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Questions and Answers (Q & A).





ICAO

SAFETY

NO COUNTRY LEFT BEHIND



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU